

2005

**Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates**

where available

Jurisdiction Report

08

Bath County

Prepared By

**Virginia Department of Transportation
Traffic Engineering Division**

In Cooperation With

**U.S. Department of Transportation
Federal Highway Administration**

Virginia Department of Transportation
Traffic Engineering Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes” includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled “Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99”.

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is “R”, the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

 US Route

 Virginia State Route

 Frontage Road (F precedes frontage route number)

 Secondary Route

Special Routes

 Bus - Business Route

Bypass - Bypass Route

Truck - Truck Route

 ALT - Alternate Route

Wye - Wye Route connector

 P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

 The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Traffic Engineering Division
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Annual Average Daily Traffic Volume Estimates By Section of Route
Bath Operational Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
39	Bath County	4.59	300	G	94%	1%	2%	1%	3%	0%	F	0.106	F	0.576	310	G
39	Bath County	9.94	440	G	94%	1%	2%	1%	3%	0%	F	0.089	F	0.512	450	G
39	Bath County	2.97	1300	G	94%	1%	2%	1%	3%	0%	C	0.113	F	0.517	1300	G
39 220	Bath County	0.19	2400	G	91%	1%	2%	2%	5%	0%	F	0.086	F	0.585	2500	G
39	Bath County	4.38	1500	G	93%	0%	2%	1%	3%	0%	F	0.089	F	0.557	1500	G
39 Mt. Valley Rd	Bath County	8.67	1700	G	93%	0%	2%	1%	3%	0%	F	0.081	F	0.544	1700	G
39 42	Bath County	5.73	1600	G	93%	0%	2%	1%	3%	0%	F	0.088	F	0.563	1700	G
42	Bath County	6.03	740	G	92%	0%	2%	3%	3%	0%	C	0.097	F	0.6	760	G
42	Bath County	5.54	810	G	92%	0%	2%	3%	3%	0%	F	0.095	F	0.56	830	G
42 39	Bath County	5.73	1600	G	93%	0%	2%	1%	3%	0%	F	0.088	F	0.563	1700	G
220	Bath County	7.49	2600	G	94%	1%	1%	1%	3%	0%	C	0.101	F	0.581	2700	G
220	Bath County	5.43	4900	G	94%	1%	1%	1%	3%	0%	F	0.093	F	0.631	5000	G
220 39	Bath County	0.19	2400	G	91%	1%	2%	2%	5%	0%	F	0.086	F	0.585	2500	G
220	Bath County	4.17	1100	G	91%	1%	2%	2%	5%	0%	C	0.093	F	0.623	1100	G
220 Stuart Hwy	Bath County	5.56	660	G	91%	1%	2%	2%	5%	0%	F	0.089	F	0.536	680	G
220 Stuart Hwy	Bath County	4.11	560	G	91%	1%	2%	2%	5%	0%	F	0.091	F	0.688	570	G

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Bath County															
(600)	7.50	90	R			From:	08-603							NA	03/24/2003
						To:	SR 39 SOUTH								
(600) Big Back Cr	14.48	400	G	94%	1%	2%	1%	2%	0%	C	0.174	F	0.932	410	G 2005
						To:	Highland County Line								
(601)	3.29	60	R			From:	SR 39							NA	03/23/2000
						To:	3.29 MN SR 39								
(601)	2.31	40	R			From:								NA	03/24/2003
						To:	Dead End								
(602)	0.51	30	R			From:	SR 42 SOUTH							NA	03/17/2003
						To:	SR 42 NORTH								
(603)	3.57	40	R			From:	08-600							NA	03/27/2000
						To:	3.57 MN 08-600								
(603)	3.91	70	R			From:								NA	03/27/2003
						To:	7.48 MN 08-600								
(603)	0.07	60	R			From:								NA	03/27/2000
						To:	08-607								
(603)	0.40	100	R			From:								NA	03/27/2003
						To:	08-687								
(605)	1.60	20	R			From:	Alleghany County Line							NA	03/27/2003
						To:	1.60 MN OF CL								
(605)	0.80	80	R			From:								NA	03/27/2003
						To:	08-687								
(606)	1.40	440	R			From:	Alleghany County Line							NA	03/23/2000
						To:	US 220								
(607)	0.30	20	R			From:	08-687							NA	03/27/2000
						To:	0.30 MN 08-687								
(607)	3.70	40	R			From:								NA	03/24/2003
						To:	08-603								
(608)	0.40	100	R			From:	Dead End							NA	03/27/2003
						To:	US 220								
(609)	2.68	180	R			From:	SR 39							NA	03/06/2000
						To:	08-624								
(609)	3.70	70	R			From:								NA	03/17/2003
						To:	3.70 MN 08-624								
(609)	3.90	80	R			From:								NA	03/17/2003
						To:	08-670								
(609)	0.80	120	R			From:								NA	03/06/2000
						To:	08-614								
(609) Dry Run Road	2.60	110	G	90%	0%	6%	3%	0%	0%	C	0.101	F	0.7	110	G 2005
						To:	Highland County Line								
(610)	0.11	40	R			From:	Dead End							NA	03/27/2003
						To:	08-650								

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Bath Operational Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Bath County																
(611)	1.11	1400	R			From: US 220					NA		NA		04/03/2003	
						To: Dead End										
(612)	0.08	360	R			From: US 220					NA		NA		03/23/2000	
						To: 08-613					NA		NA		03/27/2003	
(612)	0.85	300	R			From: 08-613					NA		NA		03/27/2003	
						To: Dead End										
(613)	0.55	280	R			From: 08-612					NA		NA		03/23/2000	
						To: US 220										
(614) Muddy Run Rd	9.30	230	G	94%	2%	1%	3%	0%	0%	C	0.101	F	0.84	240	G	2005
						To: 08-609										
(614)	0.35	130	R			From: 08-609					NA		NA		03/06/2000	
						To: 08-672										
(614)	3.75	90	R			From: 08-672					NA		NA		03/06/2000	
						To: 08-657										
(614)	0.80	70	R			From: 08-657					NA		NA		03/17/2003	
						To: 08-678 NORTH										
(614)	0.53	70	R			From: 08-678 SOUTH					NA		NA		03/17/2003	
						To: Highland County Line										
(615)	1.42	1200	G	97%	0%	1%	1%	0%	0%	F	0.093	F	0.646	1200	G	2005
						To: 08-687										
(615)	0.67	1400	G	97%	0%	1%	1%	0%	0%	F	0.098	F	0.61	1500	G	2005
						To: 08-644 WEST										
(615)	0.79	1800	G	97%	0%	1%	1%	0%	0%	C	0.092	F	0.584	1900	G	2005
						To: 08-617										
(615)						From: US 220										
(616)	0.20	270	R			From: 08-615					NA		NA		03/27/2003	
						To: 08-650										
(617)	0.35	240	R			From: 08-615					NA		NA		03/23/2000	
						To: Dead End										
(618)	3.00	50	R			From: 08-687					NA		NA		03/27/2003	
						To: 3.00 ME 08-687										
(618)	0.60	70	R			From: 08-646					NA		NA		03/16/2000	
						To: US 220										
(619) Court House Hill Rd	0.20	1400	G	99%	0%	0%	0%	0%	0%	C	0.084	F	0.533	1500	G	2005
						To: US 220 SOUTH										
(619)	0.35	310	R			From: US 220 NORTH					NA		NA		03/13/2000	
						To: Dead End										
(620)	1.35	20	R			From: SR 39 WEST					NA		NA		03/24/2003	
						To: 08-675										
(620)	0.20	150	R			From: SR 39 EAST					NA		NA		03/16/2000	
						To: SR 39 EAST										

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Bath Operational Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Bath County																
(621)	2.93	310	R			SR 39					NA		NA		03/24/2003	
			From:							To:						
						US 220										
(622)	0.90	40	R			Dead End					NA		NA		03/13/2000	
			From:							To:						
						US 220										
(623)	1.70	120	R			Dead End					NA		NA		03/27/2003	
			From:							To:						
						1.70 MN Dead End										
(623)	0.27	120	R								NA		NA		03/27/2003	
			From:							To:						
						US 220										
(624)	5.50	60	R			08-609					NA		NA		03/17/2003	
			From:							To:						
						08-625										
(625)	7.60	150	R			08-629					NA		NA		03/09/2000	
			From:							To:						
						08-678										
(626)	0.40	30	R			08-629					NA		NA		03/17/2003	
			From:							To:						
						Dead End										
(627)	5.10	40	R			08-629					NA		NA		03/17/2003	
			From:							To:						
						08-678										
(628)	0.50	40	R			Dead End					NA		NA		03/17/2003	
			From:							To:						
						0.50 MN Dead End										
(628)	0.30	40	R			08-614					NA		NA		03/17/2003	
			From:							To:						
						0.50 MN Dead End										
(629)	2.94	440	G	99%	0%	0%	0%	0%	0%	C	0.093	F	0.561	460	G	2005
			From:			Alleghany County Line										
										To:						
(629)	11.19	150	G	99%	0%	0%	0%	0%	0%	F	0.115	F	0.647	150	G	2005
			From:			Douthat St Pk Bndy										
										To:						
(629)	1.29	280	G	99%	0%	0%	0%	0%	0%	F	0.109	F	0.54	290	G	2005
			From:			SR 39 EAST										
						SR 39 WEST										
(629)	0.57	330	G	94%	3%	2%	1%	0%	0%	F	0.091	F	0.625	340	G	2005
			From:							To:						
						08-625										
(629)	5.73	70	G	94%	3%	2%	1%	0%	0%	C	0.147	F	0.7	70	G	2005
			From:							To:						
						08-678 SOUTH										
(629)	5.58	130	G	94%	3%	2%	1%	0%	0%	F	0.092	F	0.652	130	G	2005
			From:							To:						
						08-678 NORTH										
(629)	5.03	180	G	94%	3%	2%	1%	0%	0%	F	0.122	F	0.585	180	G	2005
			From:							To:						
						08-640										
(629)	1.35	40	R			Augusta County Line										
			From:							To:						
						SR 39 WEST										
(630)	0.30	6	R								NA			NA		03/17/2003
			From:							To:						
						SR 39 EAST										
(631)	0.40	70	R			Dead End						NA		NA		03/24/2003
			From:							To:						
						08-652										
(631)	0.55	20	R			SR 42						NA		NA		03/06/2000
			From:							To:						
						SR 42										
(632)	0.55	20	R			Dead End						NA		NA		03/17/2003
			From:							To:						
						SR 42										

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						2Axle	3+Axle	1Trail	2Trail							
Bath County																
(633)	2.50	30	R								NA		NA		03/17/2003	
(633)	1.82	210	R								NA		NA		03/17/2003	
(633)	0.79	680	R								NA		NA		03/17/2003	
(633)	2.20	230	R								NA		NA		03/23/2000	
(633)	4.30	190	R								NA		NA		03/06/2000	
(633)	3.70	70	R								NA		NA		03/06/2000	
(634)	0.65	60	R								NA		NA		03/24/2003	
(635) Walker Rd	1.68	1100	G	95%	1%	2%	1%	1%	0%	C	0.121	F	0.507	1200	G	2005
(635)	3.84	120	R								NA		NA		03/13/2003	
(635)	1.26	60	R								NA		NA		03/13/2003	
(636)	0.20	60	R								NA		NA		03/02/2000	
(636)	0.40	50	R								NA		NA		03/17/2003	
(637)	0.45	100	R								NA		NA		03/17/2003	
(637)	0.45	50	R								NA		NA		03/02/2000	
(637)	0.35	30	R								NA		NA		03/24/2003	
(638)	0.70	80	R								NA		NA		03/24/2003	
(639)	0.60	20	R								NA		NA		03/13/2003	
(640)	0.91	220	R								NA		NA		03/13/2003	
(640)	2.50	160	R								NA		NA		03/06/2000	
(640)	3.40	80	R								NA		NA		03/13/2003	
(640)	2.60	50	R								NA		NA		06/26/2003	
(641)	1.40	30	R								NA		NA		03/13/2003	

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						2Axle	3+Axle	1Trail	2Trail							
Bath County																
(642)	0.25	180	R			From: Dead End					NA		NA		03/23/2000	
						To: US 220										
(643)	0.45	30	R			From: Dead End					NA		NA		03/17/2003	
						To: SR 39										
(644)	0.10	10	R			From: 08-615					NA		NA		03/23/2000	
						To: 08-674										
(645)	0.05	50	R			From: Dead End					NA		NA		03/13/2000	
						To: 08-619										
(645)	0.20	1100	G	99%	0%	1%	0%	0%	0%	C	0.081	F	0.696	1200	G	2005
						To: 08-692										
(646)	0.30	160	R			From: SR 220					NA		NA		03/27/2003	
						To: 08-618										
(647)	0.27	70	R			From: Dead End					NA		NA		03/16/2000	
						To: 08-681										
(647)	0.30	190	R			From: US 220					NA		NA		03/16/2000	
						To: 08-620										
(648)	0.44	300	R			From: Dead End					NA		NA		03/27/2003	
						To: US 220										
(649)	0.40	110	R			From: 08-648					NA		NA		03/23/2000	
						To: 08-656										
(649)	0.70	90	R			From: US 220					NA		NA		03/24/2003	
						To: 08-610										
(650)	0.10	40	R			From: Dead End					NA		NA		03/23/2000	
						To: 08-616										
(650)	0.05	160	R			From: 08-610					NA		NA		03/27/2003	
						To: Dead End										
(650)	0.21	70	R			From: Dead End					NA		NA		03/23/2000	
						To: 08-610										
(651)	0.15	60	R			From: US 220					NA		NA		03/27/2003	
						To: 08-620										
(652)	0.72	49	R			From: Dead End					NA		NA		03/24/2003	
						To: 08-631										
(653)	0.12	60	R			From: US 220					NA		NA		03/16/2000	
						To: Dead End										
(654)	0.74	40	R			From: 08-640					NA		NA		03/17/2003	
						To: Dead End										
(655)	0.31	5	R			From: Dead End					NA		NA		03/17/2003	
						To: 0.31 ME Dead End										
(655)	0.34	20	R			From: SR 42					NA		NA		03/17/2003	
						To: SR 42										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Bath County															
(656)	0.05	70	R								NA		NA		03/27/2003
(656)	0.30	100	R								NA		NA		03/16/2000
(657)	0.50	30	R								NA		NA		03/17/2003
(658)	0.18	1700	R								NA		NA		03/27/2003
(659)	0.08	270	R								NA		NA		03/23/2000
(660)	0.24	130	R								NA		NA		03/23/2000
(661)	0.13	160	R								NA		NA		03/23/2000
(662)	0.12	90	R								NA		NA		03/24/2003
(662)	0.10	20	R								NA		NA		03/24/2003
(663)	0.85	10	R								NA		NA		03/17/2003
(664)	0.33	30	R								NA		NA		03/17/2003
(665)	0.05	9	R								NA		NA		03/02/2000
(665)	0.25	80	R								NA		NA		03/24/2003
(666)	0.10	20	R								NA		NA		03/02/2000
(666)	0.20	530	R								NA		NA		03/02/2000
(666)	0.22	210	R								NA		NA		03/24/2003
(667)	0.16	50	R								NA		NA		03/17/2003
(668)	0.10	420	R								NA		NA		03/17/2003
(669)	0.15	170	R								NA		NA		03/27/2003
(670)	0.16	60	R								NA		NA		03/24/2003

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Annual Average Daily Traffic Volume Estimates By Section of Route
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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Bath County																
(671)	0.09	20	R			From:	08-633							NA	03/02/2000	
						To:	Dead End									
(672)	0.36	40	R			From:	Dead End							NA	03/24/2003	
						To:	08-614									
(673)	0.23	40	R			From:	SR 39							NA	03/24/2003	
						To:	08-662									
(674)	0.09	80	R			From:	08-644							NA	03/23/2000	
						To:	Dead End									
(675)	0.39	70	R			From:	08-662							NA	03/13/2000	
						To:	08-620									
(676)	0.35	30	R			From:	SR 39 WEST							NA	03/27/2003	
						To:	SR 39 EAST									
(677)	0.09	40	R			From:	Dead End							NA	03/24/2003	
						To:	US 220									
(678)	1.48	240	R			From:	SR 39							NA	03/17/2003	
						To:	08-663									
(678)	4.78	200	R			From:								NA	03/09/2000	
						To:	08-629 WEST									
(678)	0.94	180	G	92%	1%	3%	3%	1%	0%	C	0.16	F	0.692	180	G	2005
						From:	0.94 M FRM 08-629									
(678)	4.20	130	R			From:								NA	03/17/2003	
						To:	08-625									
(678)	2.26	220	R			From:								NA	03/09/2000	
						To:	08-627									
(678)	3.65	200	R			From:								NA	03/17/2003	
						To:	08-614 NORTH									
(678)	0.45	120	R			From:								NA	03/06/2000	
						To:	Highland County Line									
(679)	0.09	20	R			From:	08-687 WEST							NA	03/16/2000	
						To:										
(679)	0.03	80	R			From:	08-701							NA	03/16/2000	
						To:										
(679)	0.03	40	R			From:	08-687 MID							NA	03/24/2003	
						To:	08-687 EAST									
(680)	0.73	130	R			From:	US 220							NA	03/13/2000	
						To:	Dead End									
(681)	0.21	45	R			From:	08-647							NA	03/27/2003	
						To:	Dead End									
(682)	0.30	1000	R			From:	Dead End							NA	03/24/2003	
						To:	US 220									
(683)	1.80	20	R			From:	08-629							NA	03/17/2003	
						To:	SR 39									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Bath County																
(684)	0.30	170	R			From: Dead End					NA		NA		03/16/2000	
						To: US 220										
(685)	0.25	220	R			From: Dead End					NA		NA		03/23/2000	
						To: US 220										
(685)	0.08	60	R			From: US 220					NA		NA		03/27/2003	
						To: 08-613										
(686)	0.08	20	R			From: Dead End					NA		NA		03/24/2003	
						To: SR 39										
(687)	5.68	1000	G	97%	1%	1%	1%	0%	0%	F	0.104	F	0.691	1000	G	2005
						To: 08-615										
(687)	2.04	350	G	97%	1%	1%	1%	0%	0%	F	0.104	F	0.514	360	G	2005
						To: 08-618										
(687)	3.71	470	G	97%	1%	1%	1%	0%	0%	C	0.101	F	0.652	480	G	2005
						To: SR 39										
(688)	0.39	20	R			From: SR 39 WEST					NA		NA		03/06/2000	
						To: SR 39 EAST										
(689)	0.15	70	R			From: 08-633					NA		NA		03/02/2000	
						To: SR 39; SR 42										
(690)	0.11	40	R			From: SR 39					NA		NA		03/06/2000	
						To: 08-678										
(691)	0.10	30	R			From: Dead End					NA		NA		03/17/2003	
						To: 0.10 MN Dead End										
(691)	0.15	40	R			From: 0.10 MN Dead End					NA		NA		03/02/2000	
						To: 08-637										
(692)	0.09	900	G	99%	0%	1%	0%	0%	0%	C	0.110	F	0.652	930	G	2005
						To: 08-645										
(692)	0.26	170	G	98%	0%	2%	0%	0%	0%	C	0.107	F	0.579	170	G	2005
						To: SR 39 EAST										
(693)	1.19	80	R			From: 08-687					NA		NA		03/27/2003	
						To: Dead End										
(694)	2.45	60	R			From: Dead End					NA		NA		09/14/2000	
						To: Highland County Line										
Highland County																
(694)	0.10	60	N			From: Highland County Line					NA		NA		09/14/2000	
						To: 08-607										
Bath County																
(696)	0.31	200	R			From: Dead End					NA		NA		03/27/2003	
						To: 08-611										
(697)	0.15	80	R			From: 08-696					NA		NA		03/23/2000	
						To: 08-611										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Bath County															
(698)	0.12	170	R			From: 08-633					NA		NA		03/02/2000
						To: 08-635									
(699)	0.12	170	R			From: 08-700					NA		NA		03/27/2003
						To: US 220									
(700)	0.18	120	R			From: Dead End					NA		NA		03/16/2000
						To: 08-699									
(701)	0.09	90	R			From: Dead End					NA		NA		03/24/2003
						To: 08-679									
(702)	0.09	100	R			From: 08-687					NA		NA		03/16/2000
						To: Dead End									
(703)	4.96	70	R			From: Alleghany County Line					NA		NA		03/27/2003
						To: Dead End									
(704)	0.12	20	R			From: Dead End					NA		NA		03/02/2000
						To: 0.12 MN Dead End									
(704)	0.08	20	R			From: 08-637					NA		NA		03/02/2000
						To: 08-600									
(705)	0.30	140	R			From: Dead End					NA		NA		03/24/2003
						To: Dead End									
(706)	0.17	20	R			From: Dead End					NA		NA		03/27/2003
						To: 08-696									
(707)	0.04	200	R			From: 08-637					NA		NA		03/17/2003
						To: 08-633									
(708)	0.10	140	R			From: Cul-de-Sac					NA		NA		03/27/2003
						To: 08-611									
(710)	0.35	120	R			From: 08-635					NA		NA		03/02/2000
						To: Dead End									
(711)	0.30	49	R			From: Dead End					NA		NA		03/17/2003
						To: 08-633									
(714)	0.20	120	R			From: US 220					NA		NA		03/16/2000
						To: Dead End									
(724)	0.10	90	R			From: Dead End					NA		NA		03/27/2003
						To: 08-684									
(1001)	3.77	190	R			From: Dead End					NA		NA		04/03/2003
						To: Douthat State Park									
(9584)	0.17	470	R			From: 08-682					NA		NA		03/16/2000
						To: New Valley High Sch									
(9930)	0.20	750	R			From: SR 220					NA		NA		03/27/2003
						To: Valley Elem School									